THE ERA GT MK I and Mk II

THE ULTIMATE IN HIGH PERFORMANCE

The **ORIGINAL FORD GT40* MK I** was built in both competition and road versions from 1966-1969. These remarkable cars won many races, including LeMans in 1968 and 1969. Original GT40s are now collector's items, worth well over ***one million dollars***!

The ***FORD GT40* MK II*** came about when Ford stuffed the 427 NASCAR engine into the car, and made body modifications to compensate for the higher speeds and loads.

ERA REPLICA AUTOMOBILES has long been known for the highest quality in design, engineering and craftsmanship. In replica **COBRA** circles, the **E.R.A. 427SC has become THE STANDARD BY WHICH OTHERS ARE JUDGED.** In sixteen of the last seventeen years, E.R.A. 427SC'S have won "**BEST COBRA REPLICA**" at the annual Shelby American Meet!

THE LEGEND IS REBORN

NOW, **E.R.A.** offers affordable alternatives to the original GT40 MKI and MK II: Classic race cars carefully adapted to the street.

THE ERA GT has been designed to standards far beyond what is expected for a composite automobile: The body, chassis, suspension and interior duplicate the original car closer than any other car selling for less than $250,000!

But for us, racecar quality was **not enough**! Our body is much straighter than the original, with all-weather sealing. And our chassis is designed as much for the street as the track. Even air-conditioning is available.

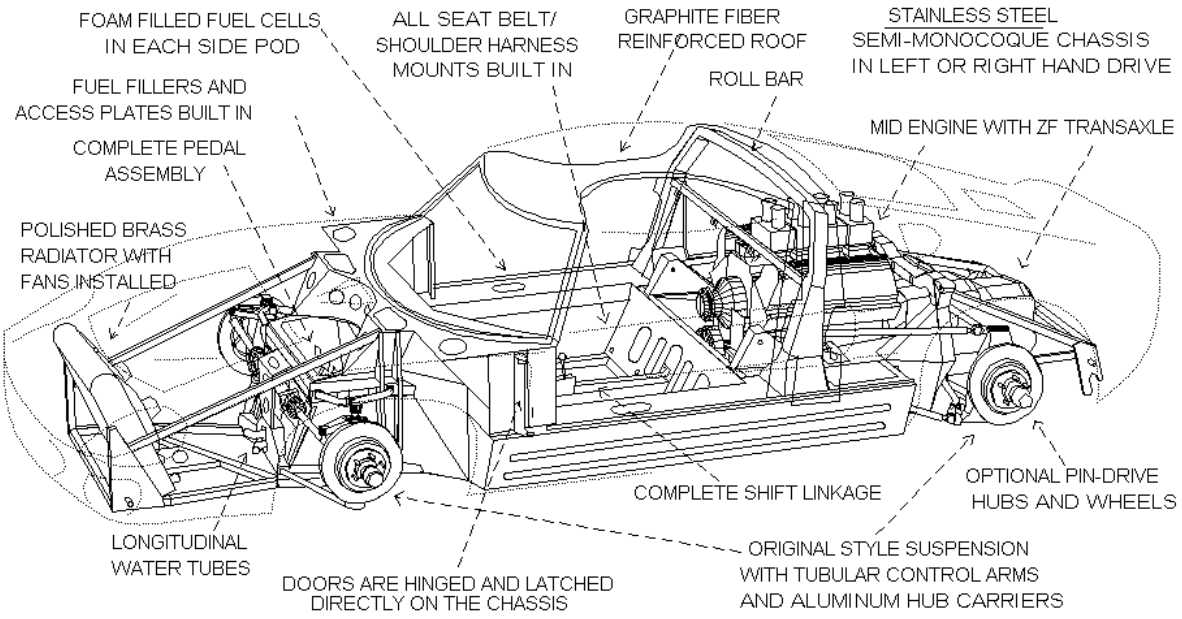
WE INVITE COMPARISON WITH ANY OTHER REPLICA, OR EVEN THE ORIGINAL GT40.

*"FORD" AND "GT40" ARE REGISTERED TRADEMARKS. E.R.A. IS IN NO WAY CONNECTED TO HOLDERS OF THESE OR ANY OTHER RIGHTS INVOLVING THE ORIGINAL FORD GT40.

Tel: (860)224-0253 **Fax:** (860)827-1055 **E-Mail: eracars@sbcglobal.net**

*Even **more information** can be found on the W.W.W. at **erareplicas.com***

The ERA GT KIT: AN UNASSEMBLED PRODUCTION CAR.


FOAM FILLED FUEL CELLS IN EACH SIDE POD
ALL SEAT BELT/ SHOULDER HARNESS MOUNTS BUILT IN
GRAPHITE FIBER REINFORCED ROOF
STAINLESS STEEL SEMI-MONOCOQUE CHASSIS IN LEFT OR RIGHT HAND DRIVE
ROLL BAR
FUEL FILLERS AND ACCESS PLATES BUILT IN
MID ENGINE WITH ZF TRANSAXLE
COMPLETE PEDAL ASSEMBLY
POLISHED BRASS RADIATOR WITH FANS INSTALLED
COMPLETE SHIFT LINKAGE
OPTIONAL PIN-DRIVE HUBS AND WHEELS
LONGITUDINAL WATER TUBES
DOORS ARE HINGED AND LATCHED DIRECTLY ON THE CHASSIS
ORIGINAL STYLE SUSPENSION WITH TUBULAR CONTROL ARMS AND ALUMINUM HUB CARRIERS

Like the **E.R.A. 427SC Cobra replica**, we created the **ERA GT kit** to be put together like a production car. No builder fabrication is necessary, so your garage simply becomes the **final assembly line**.

Carefully chosen components are thoroughly integrated into the overall design. All the holes, caged nuts, receptacles, brackets, adapters, etc. that are necessary to mount these components were designed into our kit from the beginning.

Except for the drive train, wheels, and some standard suspension components, everything necessary to complete a finished automobile is there. From a custom radiator to the minutia of wiring harness clips.

And, of course, the standard kit pieces are the highest quality. The headlights and parking/signal lights are OEM quality, made in the UK. Our wiring harness has soldered ends, not just crimped on, and is clearly marked at each connection. Further details are on the following pages.

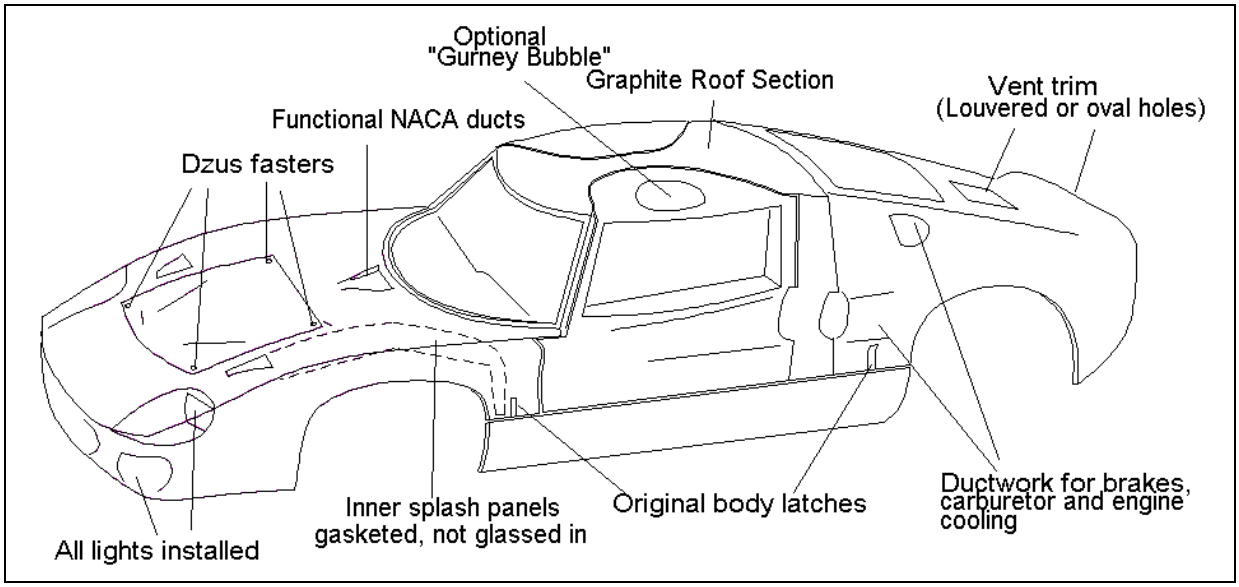
E.R.A. **offers** almost any part you need to finish your car. If you have any difficulty finding any parts, E.R.A. can supply them at competitive prices.

All part numbers and likely sources are listed in our comprehensive **assembly and service manual**.

We invite comparison with our competitors. Our stainless steel semi- monocoque chassis is second to none, and our body is dead nuts accurate. We have taken the time to get the details right.

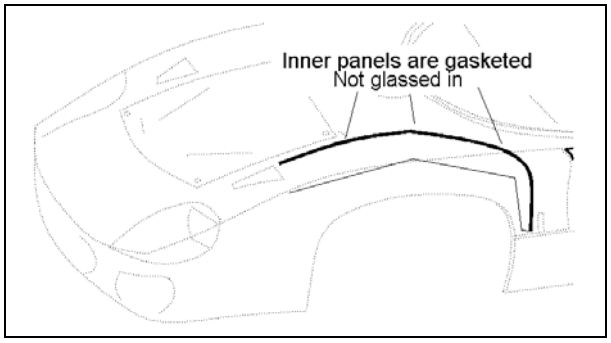
We think that you will agree that the **E.R.A. GT40** replica is on another plane, far above the rest:
The most visually faithful, with a quality of design, construction and ease of assembly available in no other kit.

BODY CONSTRUCTION



The ERA GT MK I body is a near-perfect copy of the original Ford GT40 MK I or II race car, with improvements made for improved **longevity, silence and weather sealing**.

Because many of our cars will be used on the street, our standard fiberglass layup is formulated toward maintaining excellent body shape rather than feather-light weight (although custom layups are possible). The front and rear body sections are **hand laid** using random fiberglass mat so that the paint-able surface will show no cloth pattern, even after many years.



Like the original GT40, E.R.A. integrates **complex inner panels** with brake, carburetor and interior ducting into each body section. To bond the inner and outer body panels together, E.R.A. uses a special technique of **gasketing and bonding** with **silicone or urethane** to prevent distortion (print-through) to the outer skin. Other kits, and the original GT40, simply glass the inner panels directly to the outside skin, a cheap method that will eventually create distortion on the outside body surface.

The double-walled **roof** is fabricated from high temperature/low shrink resin and reinforced with **graphite** and **Kevlar**® for extra stiffness and dimensional stability. A drip-proof vent is built-in.

Even in our standard kit, every fiberglass panel is **fit and mounted** on the chassis. No fiberglass work is necessary, only preparation of the body components for paint. We even drill or cut out all the holes for the lights.

The **doors** are hinged, latched and adjusted at the factory. We have taken the extra time to replicate the original **door handles** and front and rear **body latches** instead of using incorrect off-the-shelf pieces.

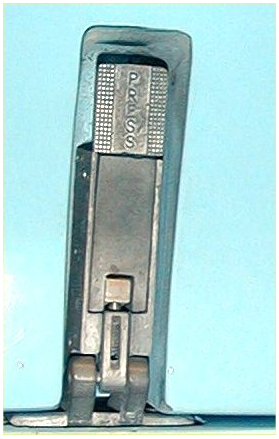
Windshield glass, Plexiglas **side windows** with swing-out inserts, **rear window**, weather seals, and door limit straps are included in the kit.

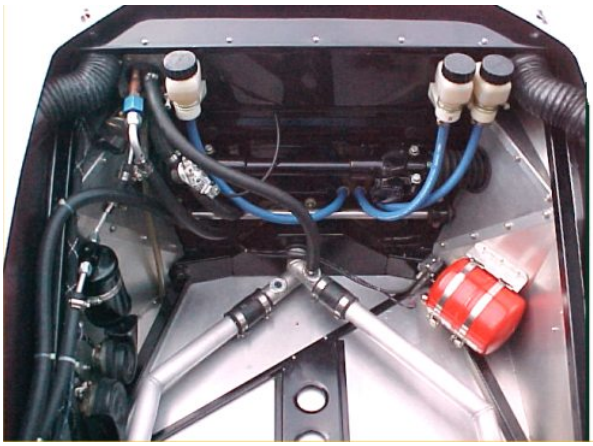
Aluminum front compartment **panels** and rear splash panels and aluminum access panels are factory fit.

Original style **Brake cooling ducts** are designed into the front and rear body. Ducts for carburetor air and engine compartment ventilation are designed into the rear body. Three dedicated air exits in the rear body are trimmed with aluminum covers in either MK1 (louvered) or MK2 (oval holes) style.

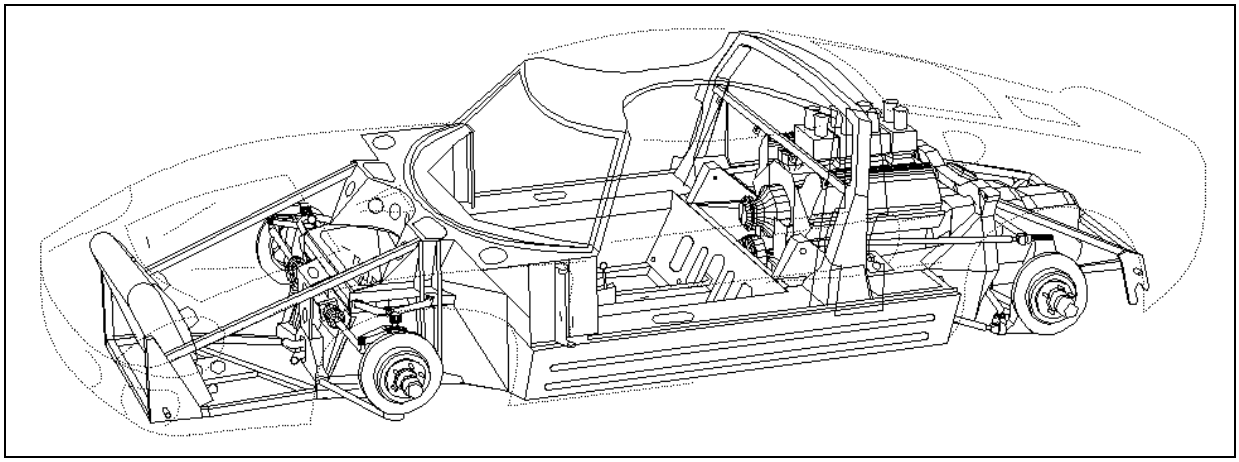
Three **fresh air intakes** (also sources for the optional air conditioning) are built into the nose. Each is ducted to the cockpit with hoses and valves.

All **outside** trim pieces are authentic reproductions of the originals, including door hardware and front and rear body latches.





CHASSIS



The **E.R.A.GT chassis** is visually and structurally very similar to the original GT40, but the E.R.A. chassis incorporates many improvements to implement the transition from pure racecar to practical street transportation.

We created a semi-monocoque structure, like the original one, but ours uses **14 to 20 gage 400 series stainless steel**, slightly thicker than original, instead of the original cold-rolled steel. The chassis is about 50 lbs heavier, a small penalty to pay for greatly increased corrosion resistance, reliability and safety

All chassis pieces are laser-cut and bent on **C**omputer **N**umerical **C**ontrolled machines with tolerances of +/- .010". The pieces are then carefully spot, TIG and MIG welded together in our own jig. With the latest welding techniques and the heavier gage stainless steel, our chassis is **much straighter** than the original.

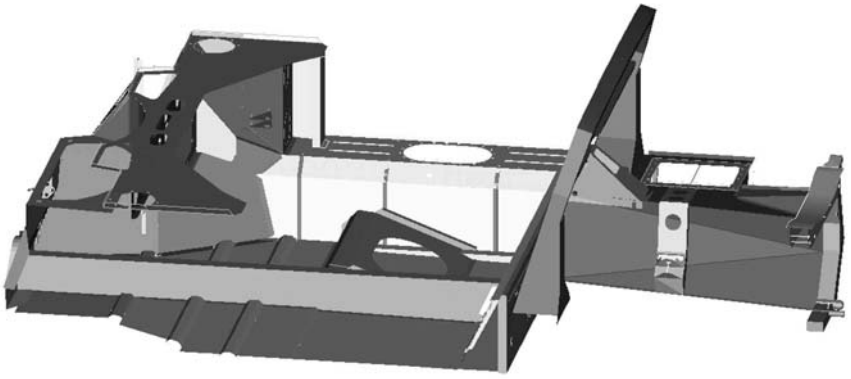
We duplicate the original front and rear **tubular subframes**. *Only an expert could tell the difference.*

The chassis has been modified to allow **left or right hand drive** in the basic design. By modifying the footbox and narrowing the rockers a bit, interior space and comfort are better too. And, unlike the original GT40, our chassis is designed for an efficient **(optional) air conditioning system.**

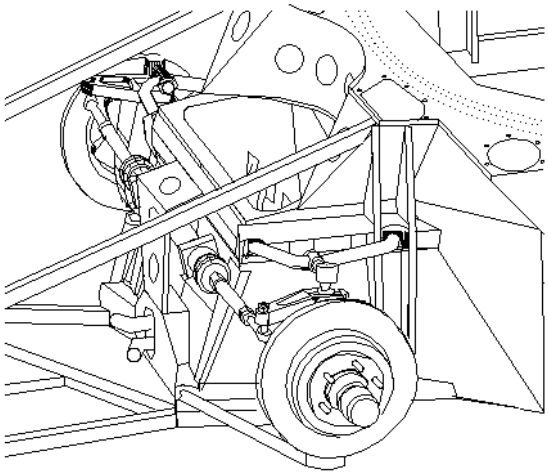
All the components that <u>you</u> must install are simply **bolted in**. The chassis already has caged nuts for almost everything imaginable.

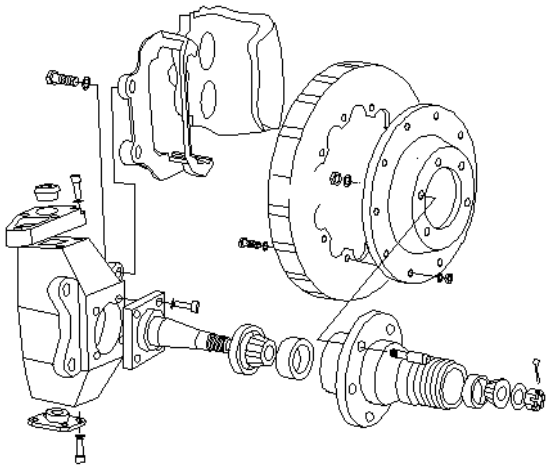
THE E.R.A. GT CHASSIS INCLUDES:

- All engine, transaxle, and suspension mounting brackets.
- Built-in structural roll bar
- Radiator, and front and rear body mounts
- Removable access panels for fuel tank, suspension, air ducting, etc.
- Integral seat bottoms



FRONT SUSPENSION AND STEERING





The E.R.A. front suspension is arranged like the original Ford GT40, with similar geometry (updated for wider tires) using E.R.A. manufactured components:

E.R.A. casts custom **aluminum/magnesium uprights**. The steering arms are machined from special high strength 2024 aluminum. The bottom boss, which accepts a standard ball joint, is plated high strength steel.

The upright accepts **standard bearings** so that servicing is easy and economical. Pin drive wheels include some special components, but all wearing parts are off-the-shelf automotive parts.

Jig welded tubular upper and lower "A" frames for the front suspension follow the **original design geometry** very closely.

Brake components are compatible with GM hardware (88-94 Corvette), although special rotors are supplied when the **optional pin-drive wheels** are specified.

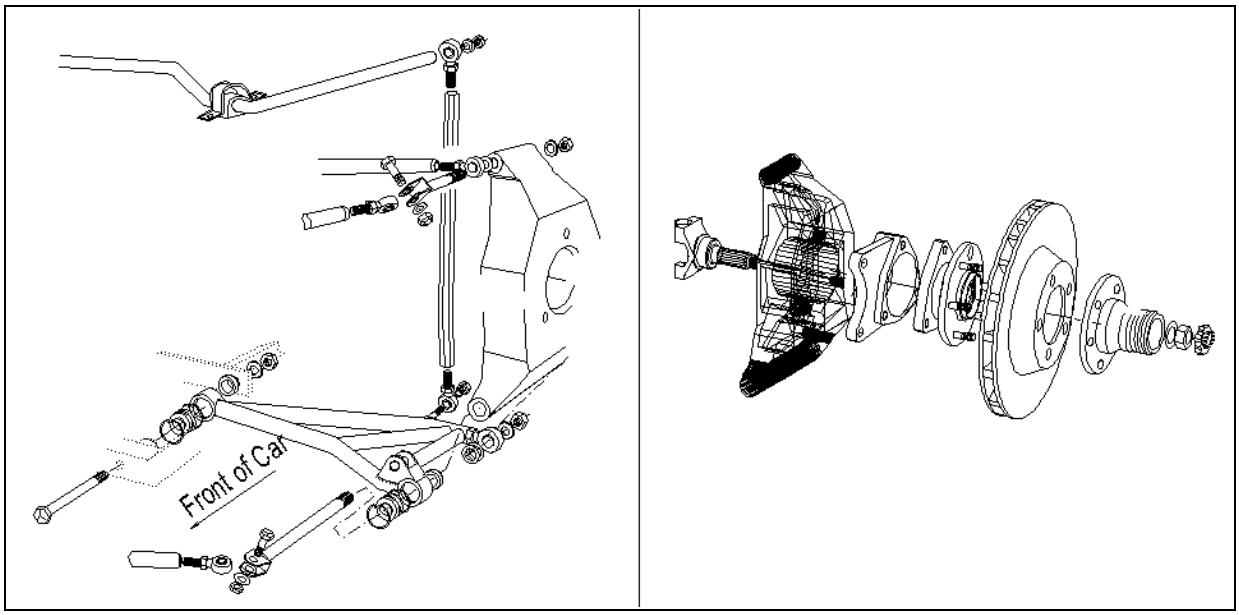
Coil-over dampers from Spax, Koni and other sources are optional. **Sway bars** are also available. We can assemble the suspension on your chassis to make a “roller” if you wish.

Reproductions of the original **Pin-drive wheels** are optional, and include billet hubs.

STANDARD SUSPENSION INCLUDES:

- Front control arms with ball joints and urethane bushings
- Steering gear adapters and tie rods.
- Steering wheel, center cap and medallion.
- Steering column, adjustable for height, and in and out.

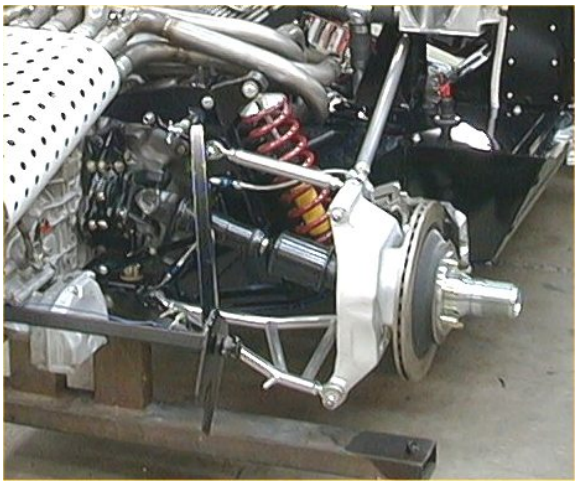
REAR SUSPENSION



- **Like the front suspension, the rear uses E.R.A. manufactured components to re-create the layout of the original Ford GT40:**

The E.R.A. **custom aluminum/magnesium rear uprights** accept production axles, bearings and brakes so that servicing is easy and economical.

Jig welded trailing arms and lower reversed "A" arms locate the uprights. **Compare** the configuration of each component with the original. Very few compromises have been made.



All wearing components, such as axles, bearings and brake parts are compatible with late model Corvette. When the **optional pin-drive wheels** are specified, the bearings are modified to accept the E.R.A. pin drive hubs..

Coil-over dampers from Spax, Koni and other sources are optional. A rear sway bar is also available.

STANDARD SUSPENSION INCLUDES:

- Cast uprights, ready to accept all components.
- All suspension arms and hardware.
- Nylon lined rod ends and quality spherical joints where appropriate.

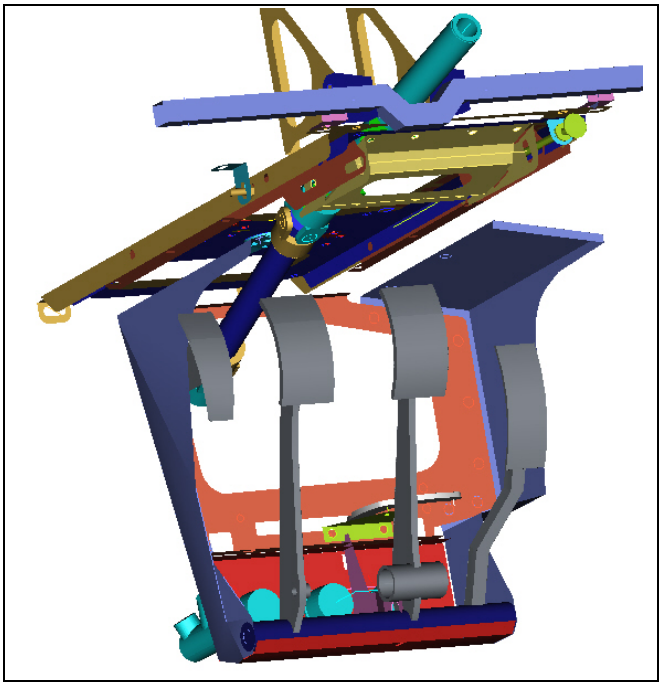
SECONDARY SYSTEMS

BRAKES

Except for the rotors and calipers, the ERA GT comes with **all hydraulic and mechanical parts** for the brakes and clutch control systems. From the pedals to the stainless steel sheathed caliper flex lines, everything is included and **pre-installed**. All that remains (after caliper installation) is to check fitting tightness and add fluid.

The **pedal assembly is easily adjustable** from the driver's seat and comes complete with:

- Dual brake master cylinders with balance bar
- Integral throttle pedal and cable linkage to carburetor
- Clutch slave cylinder, bracket and connecting rod
- Fluid reservoirs with fill tubes and brackets are also included.



CLUTCH SYSTEM INCLUDES:

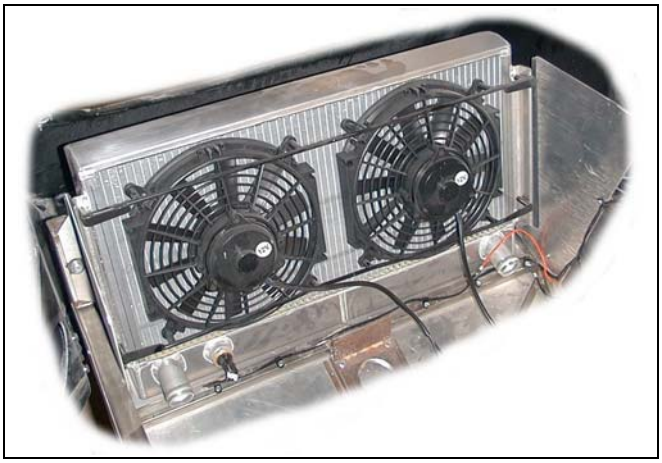
- Clutch Master cylinder
- All lines and fittings from front to rear
- Clutch slave cylinder and bracket
- Adjustable link to throw-out arm

THROTTLE SYSTEM INCLUDES:

- **Accelerator pedal assembly**
- Accelerator **cable** and bracket

COOLING SYSTEM

E.R.A. includes a **heavy-duty** custom-made aluminum **radiator** with **dual cooling fans** for worry free driving.

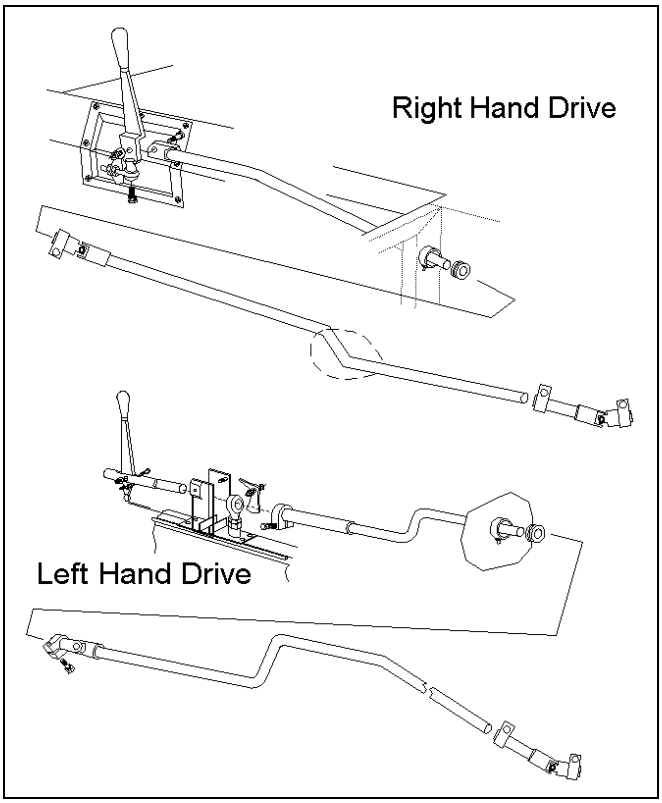


The fans are **thermostatically controlled** with a switch in the radiator, but can be over-ridden with a dashboard switch. We also include a radiator stone guard and shrouding.

Four special aluminum **coolant pipes** from the radiator to the engine are also included. You simply purchase some standard hoses and a surge tank to complete the cooling system.

Because of the limited room between the engine and passenger bulkhead, a short water pump (or a remote electric pump) is required.

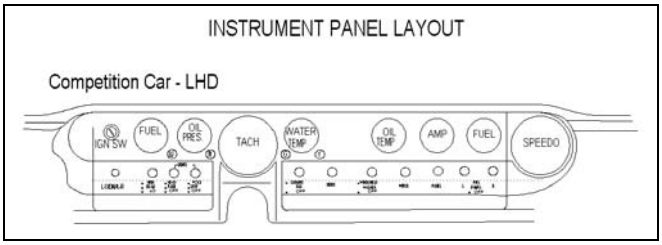
SHIFTING SYSTEM



The complete shift linkage, for either left or right hand drive, is included. We include the shifter box, lever and all linkage from lever to transmission. We also include a machined aluminum reproduction shift knob, and a leather boot with aluminum bezel.

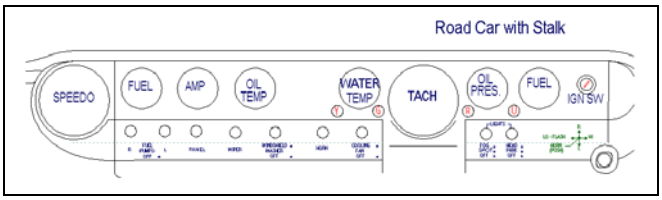
The linkage is relatively tight and easy to use, especially considering the eight-foot distance between the lever and gearbox. The gearbox is spring loaded in the 3rd-4th plane, with a stronger spring pushing away from the reverse gate. Even so, we've included a reverse lockout with the left hand drive linkage because of the more indirect design necessary to go around the engine.

DASHBOARD:



All gages, senders, warning lights and dashboard switches are mounted in a reproduction of the original dashboard. Stewart Warner gages are standard, reproductions of the original Smith gages are optional.

For ease of service, the dash is broken down into three **modules**, each with its own plug-in wiring harness. Thus, a complex assembly or service task is broken down into easily manageable parts.



Right Hand Drive Road Car

The reproduced GT40 dashboard, in either STREET OR COMPETITION layout, has all instruments and switches mounted in their correct location.

INCLUDED:

- **Gages** – Standard Stewart Warner speedometer, tachometer, oil pressure gauge, oil temperature, water temperature, and two fuel level gauges. Smith gages are optional.
- **Switches** - Ignition, light, fuel pump, radiator fan, heater, wiper, panel light and signal switches

INTERIOR/COMFORT

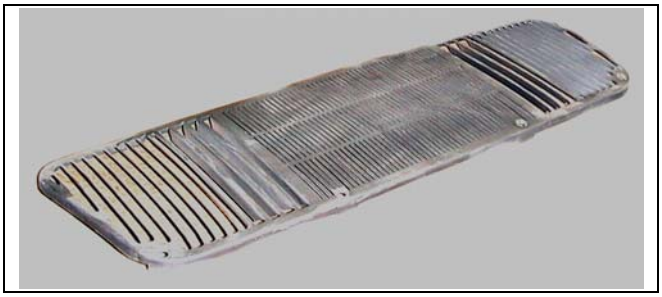
Instead of a stark race-car interior, our standard interior is **street friendly** as much as possible within the original design. Because the original car had wide rockers in order to house large fuel cells, we have been able to narrow the sills so that wider seats can be fit, losing a bit of fuel capacity in the process.

Door panels, seats, carpeting, handbrake and shift lever trim in the highest quality materials are standard. You may specify seats with optional brass grommets like the original car. Leather is also available for the seats and other interior panels.

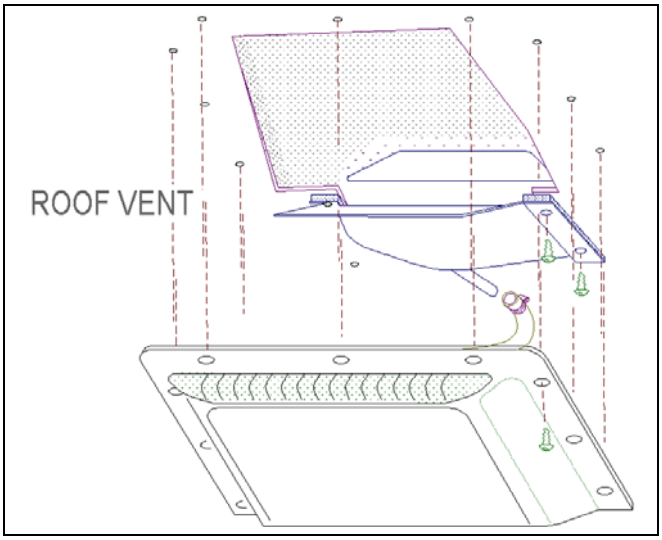
Face level **fresh air vents** and top defroster vents are standard, with heater and air-conditioning optional. A functional roof vent allows flow-through ventilation.

VENTILATION SYSTEM

- Fresh air duct hoses
- Fresh air control cables
- Defroster grill



- Dashboard adjustable swivel vents
- Roof-top exhaust vent w/water trap & drain hose

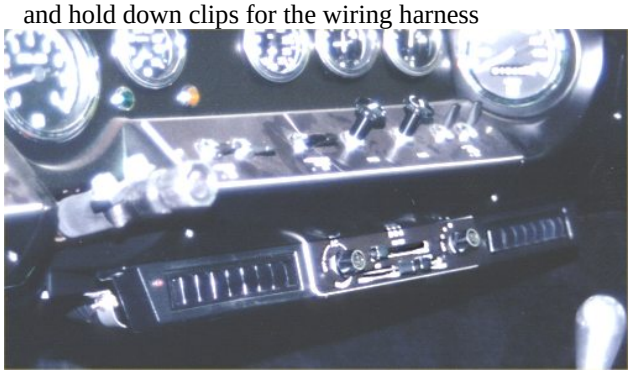


ELECTRICAL SYSTEM

A **complete wiring system**, consisting of many plug-together sub-assemblies, relays, and mounting brackets comes standard. Because the harness is modular, each body section, dash component and mechanical component is wired separately, and so can be removed easily.

WIRING SYSTEM INCLUDES:

- Complete wiring harness - A dozen separate modules so that you can wire the front and rear body sections individually, for instance - and they can be easily removed later for service.
- Circuit breakers and relays, pre-mounted on an integrated bracket, ready for installation onto the firewall.
- Headlights, signal/parking lights, and driving lights, pre-installed at the factory.
- Horns
- Fuel level sending units
- Miscellaneous hardware, including rubber grommets and hold down clips for the wiring harness



INTERIOR PARTS

INCLUDE AND INSTALLED:

- Carpets, cut and bound with heel pads
- Door panels
- Tunnel cover and console/arm rest
- Rear bulkhead with covering [foam and vinyl, precut w/finished edges]

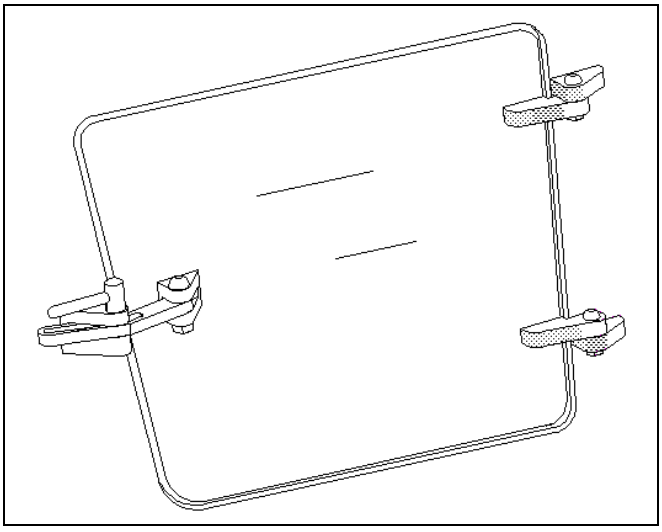
TRIM AND ATTACHMENTS

INCLUDING:

- Door aero-fairings
- Side view mirrors(2)
- Weather seals for doors, rear body
- Rubber grommets for water and oil temperature lines, wiring harness, shifting rods, brake lines water pipes etc
- Louvered (or slotted) panels for top and rear of rear body
- Hand brake cables
- Fresh air duct hoses
- Fresh air control cables
- Ventilation/defroster grille (top of dash)
- Rooftop exhaust vent w/water trap & drain hose

GLAZING

- Laminated windshield
- Hard coated acrylic door windows with swing-out vent windows



- Acrylic rear window w/stainless steel screws
- Safety glass intermediate rear window w/gasket
- Windshield wiper arm & blade

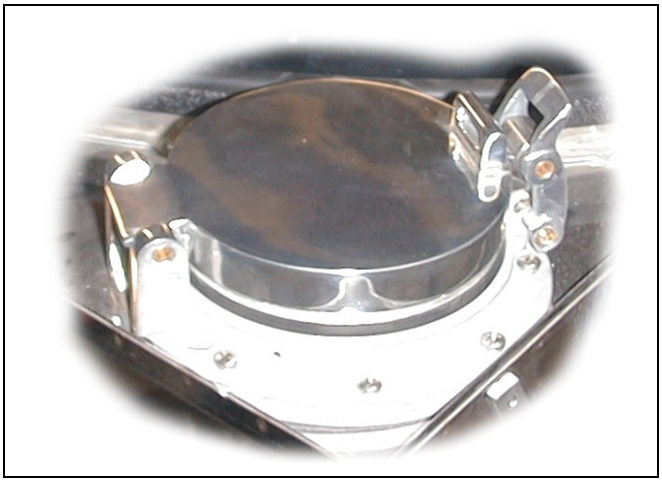
Our **manual** carefully and thoroughly guides you through the assembly process, and includes a list of part numbers and sources for all parts. If you cannot find a part, E.R.A. usually has it in stock or can give you a reasonable source.

FUEL SYSTEM

INCLUDES (ALL INSTALLED):

Two cross-linked polyethylene **impact resistant** foam filled **fuel tanks** are standard, holding a total of 16 gallons. Each one is mounted in an aluminum cradle and surrounded by the rocker panel. All tank fittings and hoses to the fuel pumps are also included.

Two aluminum **filler caps**, with flanges, hoses and intermediate tubes to connect to the fuel tanks.



DRIVETRAIN

Any small-block Ford engine - 260/289/302/351 will fit, and brackets to mount the alternator are supplied with the kit. The original GT40 ZF transaxle is no longer available, but a stronger version is used in Panteras of the mid and late 70's. The Pantera transaxle requires some slight modifications to invert it to the original configuration. Additionally, BMW M1 transaxles are also around, but while they don't have to be inverted, the shift linkage requires extensive modifications.

A custom bell housing is available to adapt the inverted piece to the engine. The system uses standard Ford clutch parts. A custom throw-out bearing and pilot bushing comes with the bell housing.

YOU MUST SUPPLY THE FOLLOWING MAJOR COMPONENTS:

- Engine - small block Ford
- Transaxle - ZF-5DS-25/1 or /2 [Pantera]
  - Bellhousing
- Rack and pinion - MGB
- Rotors and calipers
- Front and rear coil-over dampers
- Road wheels and tires
- MGB or Triumph windshield wiper motor assembly
- Hand brake lever (standard with RHD)
- Exhaust system

*(All components are **available** from E.R.A.)*

OPTIONS AND PRICING

This is a partial list of options for the ERA GT. We are in constant development of new items, so many other items may be available. Custom pieces are also available. We can make almost anything!

BASE KIT: $54,900

Assembly: Total labor to assemble kit excluding engine and transaxle	$7000
Materials for assembly:	$800
Painted chassis – Urethane over epoxy primer	$800
Suspension, assembled on car: Both pin drive and bolt on wheel suspension is available. Prices will depend on specific applications.	
Body, Undercoating, Paint, Trim	
Headlights, Cibie – Original-style large rectangular lights as used on the original car. A Must!	$800
Rear flares and modified front body as per LeMans winner Gulf/Wyer 1075	$2000
Right hand drive – Includes correct dashboard, RH shifter, windshield wiper mount and e-brake	$3000
Painting the Chassis: This consists of all preparation, epoxy based primer and Urethane color coat. This paint resists oil, gasoline and brake fluid well	$800
Undercoating - Consists of drilling access holes in strategic areas of the chassis and spraying a wax based rust proofing to seal the internal sheet metal against moisture. We also spray a heavier asphalt base material on outside steel surfaces and fiberglass areas that are susceptible to rock damage from the inside	$500
Sound deadening: Heavy foil-backed asphalt panels are glued in strategic areas to damp out resonance. They add about 50 lbs. to the car	$350
Suspension, wheels	
Anti-sway bar, front, with all mounting hardware and rod end links	$350
Anti-sway bar, rear, with all mounting hardware and rod end links	$350
Brake caliper kit – Includes front and rear calipers, with integral parking brake, mounting brackets, pads, handbrake lever and all installation hardware	$1600
Ceramic (HPC-like) coating for control arms and anti-sway bars. Sharp and very durable.	$1200
Coil-over, front: Spax externally adjustable units with proper springs and spacers. Pair	$ 600
Coil-over, rear: Spax externally adjustable units with proper springs and spacers. Pair	$ 600
Pin drive wheel system – Includes steel hubs and stub axles, brake rotors, Halibrand aluminum spinners, 8.5” and 10” wide wheels, and drive axles. With all hardware, too.	$6500
Pin drive system as above, less wheels	$4500
Pin drive wheels only	$3000
Steering gear (rebuilt MGB), with necessary modifications for direct installation	$400

Engine, Transaxle Parts	
Engines: We do not build engines. However, we can refer you to Ford engine specialists who have done good work for us.	
Engine oil cooler system, complete with lines, adapters, cooler, etc	$850
Engine mounts – Duplicate original design	$140
Exhaust system: "Bundle of snakes" 180 degree system with tri-flow mufflers or megaphone for Ford Windsor 289/302 engines	$2250
Ford Valve covers	$200
Cold air box for Weber manifold, with backfire plate	$600
Transaxle: Your Pantera transaxle disassembled, oil passages drilled, filler, drain, and vent installed, and ring gear transposed for running "upside down." We inspect the gears as best we can when the case is apart, but we cannot guarantee the function of the gearbox without total disassembly.	$600 up.
Bell housing: Fits the later Pantera ZF (5DS-25/2) 7-bolt transaxles. and allows the unit to be run in an inverted position. It also allows the use of a smaller Ford ring gear and standard American clutch parts for extra ground clearance. With intermediate plate and T.O.B. adapter sleeve	$750
Throwout bearing and adapter only	$75
Half-shafts, custom for Pantera transaxle to ERA hub carrier, pair	$800
Cooling	
Expansion tank, aluminum, mounts as per original GT	$350
Intermediate tubes(aluminum) from the radiator to the longitudinal tubes in the chassis(pr.), replace rubber hoses	$250
Snow White water pump	$250
Hose package - all rubber hoses, cut to length, ready to install. Price varies with application.	
Water manifold, engine intake manifold, 90deg.adapter	$40
Interior:	$500
Air Conditioning/Heater: This complete system, while not automatic, offers foot, knee, and face level vents that are easily controllable. Fresh and/or recirculated air is heated or cooled in a system that mounts completely within a box very similar to the one in the original GT40 MK III that originally housed only the heater. A small amount of knee room is used for the under-dash vents. Current price:	$3000
Ash tray	$25
Cigarette lighter, installed on dash	$50
Combination switch (signal and headlight dip)	$300
Door blister, (Gurney bubble) head clearance for tall people	$50
Grommets on seats, per original race cars (standard with leather seats)	$200
Leather seats, door panels and pockets	$1500
Leather covered rear bulkhead cover and console	$800
Door release handles, chrome interior	$400
Door storage bin with pull-cable door release	$200
Door locks, as original on MK III	$150
Road car doors, with sill mounted chrome release lever	$500

Road car flush mounted interior release handle, chrome buckle type, with storage bin. Works well with plastic door pull below	$350
Door pulls, black plastic fold-down handle	$80
Road car dashboard, with multi-function stalk switch and road car layout	$500
Harness, 4 point seat and shoulder. Made by Pyrotech, but without labels	$250
Seat adjusting tracks, driver's side only	$80
Smiths instruments instead of Stewart Warner	
Speedometer cable – Includes 90 degree adapter and ratio adapter, Stewart-Warner	$275
As above, for Smiths gage	$325
Miscellaneous	
Car cover, water repellant, for outdoor use	$140
Car cover, flannel-lined, for indoor use	$160
Heat shield – Custom aluminum panel with insulation to protect the rear body from the exhaust system heat.	$800
Jack kit – Scissors jack, mounting bracket, with dead-blow hammer for pin-drive wheels	$250
Stone guard, radiator	$100
Windshield wiper motor, gearbox and arm	$350
Windshield washers, bag-type, with electric pump	$150

Prices are subject to change without notice.

PAYMENT SCHEDULE AND POLICY

To reserve a spot in the production schedule, we require a $6000 deposit. This deposit will reserve your quoted price at the agreed upon delivery date. The deposit is fully refundable at any time, up until we actually start production on your kit or turnkey car. It takes about 6 weeks for us to build a kit, 4 months to complete a car.

A second payment of 30% of your total cost is required when we actually begin your kit or car.

For turn-key cars, some intermediate payments for engine, transaxle and paint may also be required. We prefer for you to deal directly with the people who are doing the work. We make no money on these sublets.

The final payment (about 50% of the total) is required on delivery of your vehicle.

THE ERA GT MK II

The MK II is a development of the MK I, with changes made to the body and chassis to accommodate the FE engine and T44 transaxle. Body changes include a different front section with raised fenders and other minor changes.

The rear body is completely different, with changes made for enhanced air flow. Oil cooler and carburetor intakes were moved, and enhanced brake ducts were installed on the rear deck.

Some chassis modifications are made for the Ford FE engine:

The FE engine is a tight fit!

We are developing a reproduction of the original MK II transaxle: A custom piece that is based on a Top-loader 4 speed and quick-change gears to transfer power to the differential.

Options and Turnkey stuff

Since MK II production is still relatively new, we are still in a state of flux. You can get a good idea of what will be available from our MK I lists on pages 13 and 18.

ERA GT "TURNKEY"

We will build a car to your particular needs. Each car is custom made, so we can personalize yours within our flexible design parameters. Since the car is a *replica*, we encourage you not to stray too far, however.

STANDARD SPECIFICATIONS

- ***Engine***: Because of volatility in prices and availability, specific engines must be considered at the time of the order. The basic Ford 289/302 engine generates between 250 and 350 BHP, a reasonable compromise between power, street ability and cost. Standard or modified Ford Boss 302/351 engines up to 500 BHP are also available.

- ***Paint***: Single non-metallic, with no stripe
- ***Wheels***: Centerline bolt-on wheels (8.5"x15 front, 10"x15 rear) with our own cast aluminum look-alike Hubcaps and knockoffs
- ***Suspension and brakes:*** All suspension and brake pieces are new. Included are custom front and rear anti-roll bars and Spax double adjustable dampers.
- ***Exhaust system*:** Bundle-of-Snakes 180 degree exhaust, duplicating the original, with mufflers for street use.
- ***Interior***: Quality vinyl upholstery, nylon pile rugs and finished interior trim.
- ***Transmission***: 5 speed ZF transaxle, inspected and rebuilt if necessary.

BASE VEHICLE PRICE: approximately $ 100,000

OPTIONS ON NEXT PAGE

TURNKEY OPTIONS - SEE KIT OPTIONS FOR PRICES

- ***Pin Drive wheels*** with Trigo "Halibrand" reproduction castings.
  BRM style wheels also available in 16" and 17" diameters and widths up to 14"
- *"**1075**" Body option:* Wider flares like the LeMans winner
- ***Leather seats,*** emergency brake boot, etc.:
- ***Smiths*** instruments replacing Stewart Warner
- ***Air Conditioning*/Heater.** An integrated system that doesn't look added on:
- ***Exhaust*** *heat shielding* and extra venting
- ***Oil cooler***
- ***Cibie*** *Headlights*
- ***Special*** colors and stripe patterns
- **Other** original MK1/MK3 interior variations are also available

PLEASE CONTACT **PETER**
FOR INFORMATION:
Tel. (860) 224-0253 9:00AM-5:00PM
Fax (860) 827-1055

SPECIFICATIONS - COMPARE!

	ERA GT MKI	ORIGINAL FORD GT40, MKI, MKIII
Engine:	Ford small block, 289-351CID	Mk I - Ford 289 or 302 w/Weber IDAs, Mk2 - Ford w/Holley 4bbl
Transaxle:	Pantera ZF 5DS-25/2 5 speed (modified to original orientation)	ZF5DS-25/1 5 speed
Chassis:	Mid-engine stainless-steel semi-monocoque with integral rollbar, square tube subframe front and rear.	Mild steel chassis with steel roof center, steel subframe front and rear.
Suspension:	**Front**:: Independent, double wishbone, coil-over dampers, cast aluminum hub carriers	Same
	Rear: Independent, reverse lower A, top radius arm, with trailing arms, coil-over dampers	Same
Wheels	**Bolt-on** wheels, 8.5" x 15"(F) and 10"x 15"(R) or **Pin Drive** in various sizes from 8" and 9.5" x 15 to 9.5" and 12.5" x 17"	Pin Drive in various sizes, depending on team and vintage.
Body:	Hand laid fiberglass body panels with Carbon/Kevlar roof. Inner panels are bonded in with special techniques to reduce "print through" on the outside body panels	Fiberglass cloth body panels with steel roof. Good for racing, but has typical race-weight "waviness".
Brakes:	Vented disc, 11.5 or 12" front and rear, Aluminum calipers, emergency brake built-in at the rear	Vented disc, 11.5" front, 11.5" or 12" rear
Steering:	Rack and pinion, left or right hand drive	Rack and pinion, MKI - RHD, MKIII - RHD or LHD
Comfort	Adjustable seats, steering wheel and pedal assembly. Will accommodate 6'4" people with "Gurney Bubble"	Adjustable pedal assembly
Ventilation	Flow through, with optional Air-Conditioning and/or heater	Heater, "air cooled seats"

DIMENSIONS

	E.R.A. GT MKI	Ford GT40 MKI
Wheelbase:	95"/241cm	95"/241cm
Track, Front:	57" with 8.5"-10" wheel	54"-57.5"
Rear:	58"-59" with 10-12.5" wide wheel	54"-58"
	60”-62” with “1075” flares, using up to 14” wheels	
Body Length:	165"/419cm	165"/419cm
Body Width:	77"-77.8" (Std or "1075" flares)	70-77.5"
Body Height:	40.5"/103cm with 4.8" ground clearance	40.5"/103cm
Ground clearance:	Adjustable, 4"-5.5"	4" (racing) - 4.8" (street)
Weight, dry:	2450-2550 lbs depending on options	2470 lbs
Fuel Capacity:	17 gallons total, two tanks, 32 gallons optional	37 gallons total, two tanks

FAQ

(Frequently Asked Questions about the E.R.A. GT)

Real Life

When I receive the standard kit, what will it look like?

It looks like a car without the suspension and interior! The kit is shipped with the body (including the doors, and front and rear body sections) pre-fit and mounted to the chassis. All the lights are installed. The interior is loosely installed and the suspension pieces are packed in boxes.

Design

What's so special about the E.R.A. GT?

The E.R.A. GT was designed from the beginning to duplicate the original car, in both form and function, while making some subtle but important improvements to make a more "streetable" car. We have strengthened the chassis, increased the interior space and improved the body finish.

Unlike the cheaper kits, our chassis is a close duplicate of the original one: A **real monocoque** made from 20 gage to 14 gage stainless steel. The only tubes on this chassis are the front frame extensions and the suspension hoops. Safir in England used to make a car with a full monocoque car like ours - for $250,000!

The engine bay has been widened to fit an **air conditioning** compressor.

The suspension has been civilized a bit for the street - but remember that only so much can be done with the original suspension design. This car must be thought of as a race car adapted to the street.

What kind of suspension do you use?

We have tried to duplicate the original GT40's suspension geometry and component layout as closely as possible. Since there are no dimensional duplicates of the original pieces, we are producing our own pieces. The only compromises we made are to design around some contemporary brakes and bearings.

The **front suspension** uses unequal and non-parallel control arms that locate the cast aluminum upright with a coil-over damper.

The **rear suspension** uses long trailing arms locating a reverse "A" arm at the bottom and a single radius arm at the top. Coil-over dampers are used here too. Sliding spline half-shafts transmit the power from the transaxle to the wheels.

The end result is barely distinguishable from the original design.

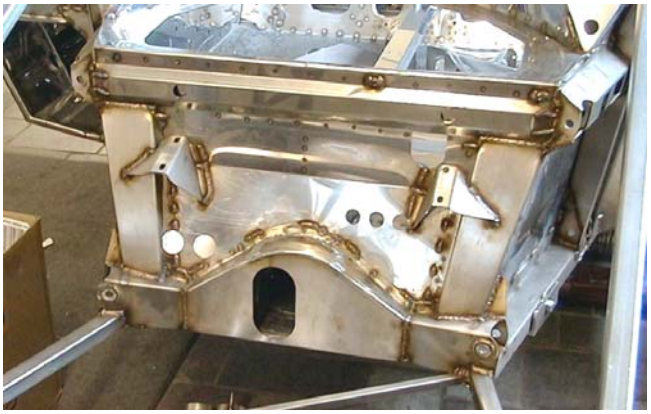
Did you change the body?

The body is an **exact duplicate** of the original design on the visible surfaces. We have changed many of the sealing surfaces so that we could use better weather sealing gaskets, plus we've redesigned the inner panels to prevent print-though to the outside skin. Our standard body thickness ranges from $^{1}/_{8}$" to $^{3}/_{16}$". This is somewhat more than the original GT so that we can make a more stable exterior surface. What this means to you is that you car's finish will be smooth, not wavy, and you won't have the inner panels distorting the outside ones over time.

The chassis is now stainless steel?

Yes. All the chassis are made from 400 series stainless steel. This alloy is dimensionally more stable when welded than the 300 series while still giving good corrosion protection. With a little care, rust will never be a factor with your car.

What changes have been made in the latest series?



- The floor flutes have been integrated into the floor, not added on. See the cutaway on page 6.
- The tunnel has been enlarged slightly to accommodate larger cooling tubes for the MK2 engine.
- The front of the tunnel extension is now rounded at the top.
- The seats now duplicate the original design, with integrated seat bottom and easily removable fiberglass back.
- The pedal assembly hangs from the top and is easily adjustable with a simple pull.

- The front anti-sway bar is now in the original position, under the floor.
- Urethane isolators are used on both the top and bottom rear trailing arms.

How much does your car weigh?

It weighs about 2400 lbs with an iron 289 engine. This is about 100 lbs more than an original car, the extra weight put into the stronger chassis and thicker body. Air conditioning will add another 120 lbs.

Drive-train

What engine do you recommend?

We have designed the car around the Ford small block engine, i.e. 260/289/351. E.R.A. GTs are famous for having the right mechanical parts.

What transaxle?

The car is designed around the Pantera ZF transaxle, and the BMW M1 box can be used with some modifications.

These are basically a design continuations of the original transaxle, made a bit stronger with detail improvements. It has a conservative torque rating of about 325 lb.ft.

We have looked at many other transaxles. This one - not surprisingly - fits the best. And it looks perfect. It is fairly pricey, though. Prices range from $2000 used to $12,000 brand new.

What about the shift handle and linkage?

The kit comes with the handle and all the linkage to the transaxle. The handle is spring loaded in the 3rd-4th gate.

The left-hand-drive model mounts the shift handle on the center console, like the original MK3 street cars.

The right-hand-drive model mounts the handle on the right sill, running the shift rod next to the seat.

What kind of clutch should I use?

Instead of the triple plate clutch of the original, we recommend that you use a late model Mustang diaphragm clutch. This clutch is rated at 450 lb.ft.

What are pin-drive wheels?

The very early GTs used narrow wire wheels. Cast magnesium wheels secured by a single wing nut quickly superseded these. The power was transferred from the hub to the wheel by 6 **pins**.

Widths varied according to vintage and the racing team. The competition cars started with 7"/9" and worked their way up to 8"/12" x 15" diameter. Many widths and diameters are currently available. Even 17" pin-drive wheels are available.

If you wish to save some money, you may use bolt-on wheels on our standard hubs.

What kind of brakes do you use?

Most of the brake parts are from late model Corvette. In the front we use 11.5" diameter x .81" wide vented rotors with floating calipers. These were originally mounted on the front of much heavier cars and are more than adequate for street use.

In the rear 12" diameter x .81" thick rotors are mounted. If you use 16" or 17" wheels, you can actually use 13" rotors.

The rear calipers have an integral emergency brake mechanism.

Like the original GT, we don't use a booster in the system. The pedal pressure is moderate but very positive.

Is my car going to overheat?

Our standard aluminum cross-flow radiator is oversized for practically any engine. In traffic our standard electric fans will cool everything quite well. For street use, we've used a Davies-Craig electric pump with great results.

Performance

How does the car go?

Depending on the engine, 0-60 MPH times will be from 4 to 6 seconds. Top speed is contingent on the final drive ratio. Typical gearing results in about 25 MPH/1000 RPM, or about 150 MPH @ 6000 RPM. The original racing cars topped 200 MPH with 400 BHP.

How does it stop?

Very well, thanks. Stopping distance from 60 MPH is about 135 ft. The brake balance is adjustable for personal tuning. Note that the brakes are not assisted, and thus require more effort than power-assisted cars.

How does the car ride?

Surprisingly well. Spring rates, while not exactly boulevard settings, are quite reasonable for such a high performance car. If you get the optional Spax or Koni dampers, the damping is externally adjustable, making the transition from street to track a matter of a screwdriver and a few minutes..

How does it handle?

Amazing! There is negligible body roll, and response is instant. And yet the car is not at all twitchy. The aerodynamics make the car quite stable at high speed.

Comfort

Do you have any interior ventilation?

We have standard foot and face-level vents on both the drivers and passenger's side. The side windows have a small pivoting insert that helps a bit too. A roof-mounted air exhaust also augments flow through ventilation.

Air conditioning is also available. Considerable time has been spent in fitting all the AC components into a box (closely duplicating the original heater container) that sits in the original spare tire well. The spare is moved forward in the front compartment.

I'm LARGE. Will I fit in your car?

Our car will easily accommodate tall people up to 6'3". We have increased the length of the foot-boxes about an inch over the original car and have a vertically adjustable steering column.

The pedal box is adjustable by about 5" fore and aft. We also have widened the cockpit about 1.5" on each side over the original car.

If you are really tall, we also offer a "Gurney Bubble" - a door modification that was done originally for Dan (6'-5") Gurney.

What about noise?

The GT is not a Lincoln, but normal conversation is possible even at high speeds (and with a GT, high speeds are really high!). If you wish, we can install special acoustic panels to reduce panel drumming.

Choices

Why do you offer two different dashboards?

We have both the original competition layout and the MK3 street layout.

I've seen different fenders on some of the cars.

E.R.A. offers two different flare configurations. Our standard flares match the 1967 factory flares. We also optionally offer wider flares that were used on the Gulf-sponsored cars of 1969.

Can I get the chassis painted or powder coated?

Our optional in-house coating is black urethane paint over epoxy primer.

We also spray sound-deadener into many of the hidden chassis areas.

Constructing the kit

What do I have to fabricate?

Every basic bit that you can't buy off-the-shelf is included in the kit. You don't have to make anything.

What if I don't want to do some of the kit building stuff?

We will do anything you want to help you complete your kit. Each one is custom made to your specifications.

Do I have to buy the trim and hardware?

All hardware, except for the blind rivets, comes with the kit. This includes the nuts, bolts, grommets, clamps and screws. And most of it is already installed on the kit.

What if I can't find a part?

E.R.A. Stocks just about everything you will need to finish your kit. Some people have us supply every single part to complete the car.

How difficult is it to paint the car?

Preparation for paint is straightforward and doesn't require any fiberglass work. The seams where the mold pieces meet must be filled with standard body filler, but the basic body shape doesn't require anything more that a skim-coat of polyester or epoxy filler to facilitate blocking. E.R.A. doesn't do painting in-house, but we do have a very reliable sub-contractor that charges $5000 to $6500 for a near-show-quality job.

Shipping

How is the car shipped? How much?

If you are within 500 miles and have a tow vehicle, consider picking the kit up yourself with a rental trailer. If you can't do this, there are several reliable companies that ship inside a box trailer all over the country. The price depends on your location. To major cities on the west coast, the cost would be about $1500. Trips to Florida run about $800. If you are off the major routes, it may cost a bit more. Other shippers may cost less, but your car might sit in a depot for a bit, waiting for a direct ride. Most shipping companies have a $500 minimum charge. For short runs, we may be able to arrange transportation on a flatbed truck for about $1.50/mile.

When the car is done

How do I register my car?

Registration varies from state to state. Connecticut, one of the more difficult, requires that the car be trailered to a central inspection station. There, they check the lights, brakes and general construction of the vehicle, and also make sure that none of your components are stolen. Keep your receipts!

What about emissions?

The standards that your car must meet vary from state to state. Most states will require that your car meet the specifications for the year of your engine. Another reason to stick with an early engine.

Can I race my car?

Many of our customers spend time on the track at club events. We offer extra-large brakes for track use.

Money, paperwork, and delivery

Why is your kit more expensive than most of the others

The E.R.A. GT kit comes only in what others call a "Deluxe Stage". We don't offer a cheapo version of our car. Frankly, we value our reputation too much to allow some people to butcher the concept and then claim that theirs is "an E.R.A." .

We have included so much in our kit that, when completed, they all have the same high quality of design and materials. This fact is evident in the strong demand (and high prices) for our used cars. This car is actually a good investment!

The bottom line: If I build the kit, how much am I going to spend?

The major factors (approximate $):

- Engine - $1000 (salvaged 289) to $30,000(!)
- Transmission - $2000-7000
- Front suspension/brakes - $800-$2000
- Rear suspension/axles - $1500-$3800
- Paint - $500-$6000
- Wheels - $500-$4500
- Miscellaneous small components - $1500

All of the above obviously depend on how much work you are capable or willing to do.

For instance, how much for a roller?

Approximately $63,000 (with bolt-on wheels) to $68,000 (pin-drive wheels) not including tires.

What about backorders?

E.R.A. seldom delivers a kit with anything serious missing. We fill the backorders ASAP.

How do I get the process started?

We require a $5000 deposit to get you in line for a kit or complete car.

What about the rest of the payments.

You must send another $5000 when we actually begin production of your kit. If you are getting a turn-key, timely payment for the engine and paint will go directly to the people doing the sublet work. This will keep the Luxury Tax (8% on everything above $36K) to a minimum. Some extra payments for special parts may be required during turn-key production.

When the kit or turn-key is **delivered** (or picked up), the balance must be paid in cash or with a certified check.

What if I want to cancel the kit after I've given you a deposit?

The deposit is 100% refundable up until the time we actually start building your kit. After that, we will adjust the refund to reflect our added costs.

How long will it take for me to get a kit?

Actual production time for a basic kit is about 6 weeks, but there is usually a waiting list, typically varying from 9 to 12 months. Occasionally, we might have an available spot in the queue from a cancellation, but this is unusual.

What if I want my car even later than your waiting time.

Your deposit will hold your car for up to 2 years at the original kit estimate.

What time frame for a turn-key car?

Add about 15 weeks over the kit schedule for painting, wiring and mechanical parts installation.

How about a contract or guarantee?

We don't have a written contract. If you require one, we will be happy to agree to anything reasonable. So far, we've honored defective or missing parts as old as five years - without one.

ABOUT E.R.A.

How long has E.R.A. been in business?

E.R.A. started out in 1968, doing restorations of Porsches, BMW's and several British cars. In the first year, we did a 289 Cobra (owned at the time by our current general manager, Pete Portante) and a Fiberfab kit car, among other projects. In 1981, we started on our 427SC replica. By 1985, all our restoration work ceased. We were just too busy doing Cobras.

How many E.R.A. GTs have you made?

We have shipped about 65 cars to date. Our present production is about 45 427s, 15 289FIAs and 8 E.R.A. GT's each year.

How many 427SC's have you made.

We have shipped about 500 cars to date.

How big is E.R.A.?

We have a total of 16 full time people working here. We do almost everything in house: Chassis, body, small parts, rebuilding of rear suspension, upholstery, wiring harnesses and turnkey cars. We sublet the casting and machining, and most of our sheet metal is done on a CNC punch machine.

What other things do you do?

Most of our energy is devoted to the kits, but we do supply some small reproduction parts to the rest of the kit car industry.

A SHORT HISTORY OF E.R.A.

Era Replica Automobiles is an extension of ***I**nternational **A**utomobile **E**nterprises, Inc.* **I.A.E.** was founded in 1966 with a vision: *To develop the necessary skills, expertise and equipment to ultimately produce world class performance automobiles.*

We wanted to provide enthusiasts like us with cars as close to the originals as possible. Not only the appearance would have to be authentic, but the feel, sound and mechanical layout would also have to be like the original's.

We wanted to bring you to back to another era, to give you that same exhilaration you would have gotten then, now. A driving deja vu, if you will.

Like many car enthusiasts, we started at the bottom, doing mechanical repair, welding and body restoration on our own cars. Within a short time, we graduated to servicing customer's Porsches, BMWs and other specialty cars.

In 1968 we built our first kit car (Fiberfab!) on a VW chassis. This project involved extensive body restyling and chassis modifications. To do the body modifications properly, we built our own molds to make the new panels.

Our skills became well known locally, and we were hired to duplicate or modify lightweight fiberglass bodies by several prominent formula and sports car racers. We also branched into the manufacturing of spoilers, flares, and other replacement items for Porsches, BMW's and Datsun Z's.

Meanwhile, our Porsche restorations led us into the restoration parts business. Chassis and body panels were no longer available from Porsche. We made our own tooling, and purchased a press to manufacture these parts ourselves. At one time we supplied a major portion of all the Porsche 356 sheet metal sold world wide.

As our skills developed, it became plain that we were now capable of living out our original dream. **Making Our Own Car!**

After extensive research and development, we started producing a replica of the **Shelby Cobra 427** in 1981. The quality of our **ERA 427SC** has earned us the highest reputation for design and customer service.

Our 427SC customers requested a new car, a reproduction of the **Ford GT**. Initially, we were going to import and modify if necessary the KVA from England. We found it totally inadequate for our demanding American market. Instead we **started from scratch**, creating the car to our own exacting standards. It was a lot of work - three years development. But it was worth it!

OTHER E.R.A. OFFERINGS

ERA 427SC

This is our famous reproduction of **the Shelby 427SC Cobra**, made in 1965-67. Visually, it is the best Cobra replica made. We have taken great pains to duplicate not only the outside shape correctly, but also the interior pieces. And unlike many others, our body/wheel relationship is correct. Only an expert could tell that this wasn't the real thing.

In 15 of the last 16 years, ERA customers have won **"Best Cobra Replica"** at the Shelby American Auto Club annual gathering.

Included in the kit are the chassis, body, trim and the front suspension. Of course the interior, electrical wiring, lighting and glass also comes with the standard kit. Like the ERA GT, we fit everything before delivery

A small block or FE series Ford engine, compatible transmission, Jaguar rear end, and various over-the-counter driveline pieces are required to complete the car. Like the ERA GT, the 427SC is also available in any build stage up to and including turnkey form. Kit price: $19,900

289 FIA

Our replica of the original racing 289 is now in full production after long and meticulous development. The ERA body is absolutely faithful to the original shape but the chassis will be similar to our 427SC.

Two variations are available: A **competition** version without interior, or a s**treet** version for legal road use. Kit price: $17,900

.

DIRECTIONS TO E.R.A.

Please visit our plant any time during business hours, or at other times by special appointment. This is where we manufacture our kits and turnkey cars. There is no showroom, but we almost always have cars and kits in all stages of completion. ***What you see here is what you get!***
**While our mailing address is 608 East Main St., our entrance is around the corner, 24 Dewey Street.*

We are about 2 hours from both NYC and Boston, about 10 miles southwest of Hartford, CT.

If you fly into **Bradley International Airport**, take Route 20 east to Route I-91 south.

From ***East of Hartford***, take I-84 West, through Hartford about 7 miles. Take Exit 39A onto Route 9 south. Go 4 miles to Exit 28A, "Downtown New Britain". Take a left onto East Main Street. Go about .4 mile (3 blocks past the traffic light) and take a left onto Dewey Street. (Opposite Eagle Tool) See *Dewey*⇒

From ***West of Hartford***, take I-84 East toward Hartford. About 10 miles east of Waterbury, take exit 35 (left) onto Route 72 East toward New Britain. After 3 miles, take exit 9, "71 to Main Street". Take a left at the end of the exit, go to the next light and take a right onto East Main Street. Go about $^1/_2$ mile (3 blocks past the second light) and take a left onto Dewey Street.

See *Dewey*⇒

From ***North of Hartford***, take Route I-91 south to Route I-84 in Hartford. Take I-84 West, about 7 miles. Take Exit 39A onto Route 9 south. Go 4 miles to Exit 28A, "Downtown New Britain". Take a left onto East Main Street. Go about .4 mile (3 blocks past the traffic light) and take a left onto Dewey Street. (Opposite Eagle Tool) See *Dewey* below.

From ***South of Hartford***, take Route I-91 north to Exit 22N (Route 9 North.) Go about 5 miles into New Britain. (Route 9 may also be marked Route 72.) Take Exit 25 (Ellis Street.) At the end of the exit, go right. At the traffic light, take a left onto Stanley Street. Go to the second light (about .9 mile) and take a right onto East Main Street. Take the third left onto Dewey Street. (Opposite Eagle Tool)

Dewey: Our fenced-in complex is about 50 yards from the corner, on the left. **24 Dewey St.** There is no ERA sign. The main office is in the steel building in front.

DROP RIGHT IN!